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CENTRAL.

No. 15,083

號十三月六年一十一百九千一

HONGKONG, FRIDAY, JUNE 30, 1911.

日五初月六年三統宣

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T. F. Hough, Esq., C. J. J. Lafreite, Esq.,
Hongkong, November 15 1909. 1424.

KING GEORGE'S WARDROBE

In Chamber's Journal for May a short
article furnishes some particulars of the
contents of the King's wardrobe.

King George, says the writer, thinks less
of dress than his father, who was commonly
regarded as the best-dressed man in Europe
and as the leader of masculine fashion, but
he takes the utmost care at all times to be
strictly correct in every detail, and his
fashion, while careful in its sobriety, is stated
to be quite perfect. He is more disposed
to follow than to lead. He has, of course,
every variety of clothes for town wear,
and for country wear, especially on the
sporting side his wardrobe is probably equal
to that of King Edward. He is said to
display more interest in the selection of his
shooting suits than in any others, and he
helps home industries by having most of
them made of homespun tweeds.

Owing, perhaps, to his naval interests
and training, he has probably more naval
uniforms than any other man. The Kaiser
is the only ruler who emulates him in this
matter. These two monarchs not only
have a very large wardrobe of uniforms for
the naval and other maritime purposes of
their own country, but each holds com-
plimentary naval rank in foreign navies,
and has complete sets of uniforms in so-
cious. Moreover, King George is
honorary colonel in many foreign regi-
ments, in addition to holding similar rank
in our own. In the case of the chief
foreign naval and military appointments,
four uniforms are necessary. In addition
there are the full robes of the Knights of
the Garter, of St. Patrick, and of the
Thistle. The King also belongs to various
home and foreign orders of chivalry, and
for each of these there are special collars
and decorations.

As to the care of a wardrobe of such
proportions, we are informed that it is all
done by two valets, acting under the
guidance of a superintendent. Their time
must be well filled by the brushing,
folding, pressing and arranging of so many
different items. It has been said, but not
with truth, both of King Edward and
King George, that they never wear the
same suit twice. King George, at any rate,
has distinct partiality for certain clothes
which have lost most of their newness,
and sometimes gives them up reluctantly.
On an average twenty to thirty suits are
discarded each year and replaced by new
ones.

The King's footstep receives the most
careful attention. Most of it is made by
an emment firm in St. James's Street.
Special boots are required for most of the
uniforms, and there are walking boots and
driving shoes in great variety. The last-
named are made from the highest quality
of selected material, and specially adapted
to the needs of the monarch. The boots
and shoes are made at the famous
millinery and shoe-making firm of Allen
and Sons, 10, St. James's Street, London.

Business Notices

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Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
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ONE-STEAM-LAUNCH & ONE LIGHTER FOR SALE.
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Hongkong, December 1, 1910. 1351.

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Hongkong, May 6, 1911. 13.

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Hongkong, November 10, 1909. 1374.

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151/2 CONNAUGHT PLACE,
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CENTRALLY situated, up-to-date Hotel. Recently renovated and under another
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supervision of an experienced French Chef.
PARTICULARS AND RATES on application to MANAGER.
G. GAMMAU, Proprietor.
N. BLUMENTHAL, Manager.
Hongkong, October 1, 1910. 14.

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Best Attention Paid to Guests.
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YOKOHAMA.
Hongkong, March 1, 1911. 20.

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IRON, STEEL, METAL and HARD-
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Hongkong, September 4, 1909. 1124.

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all the conveniences and advantages of the modern Hotels at moderate charges.
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Hongkong.
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sents to be made at
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ARE NOW BOOKING ORDERS FOR THE ABOVE, SPECIALLY-BLENDED
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Hongkong, June 1, 1911. 738.

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For the Bath and All Toilet Purposes.
Delicately Perfumed—Half Pint Bottles, 60 cents.

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J. H. TAGGART, Manager.

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A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Rooms: 2 Crown \$5 per day. 4, Des Voeux Road.
Hongkong, February 8, 1908.

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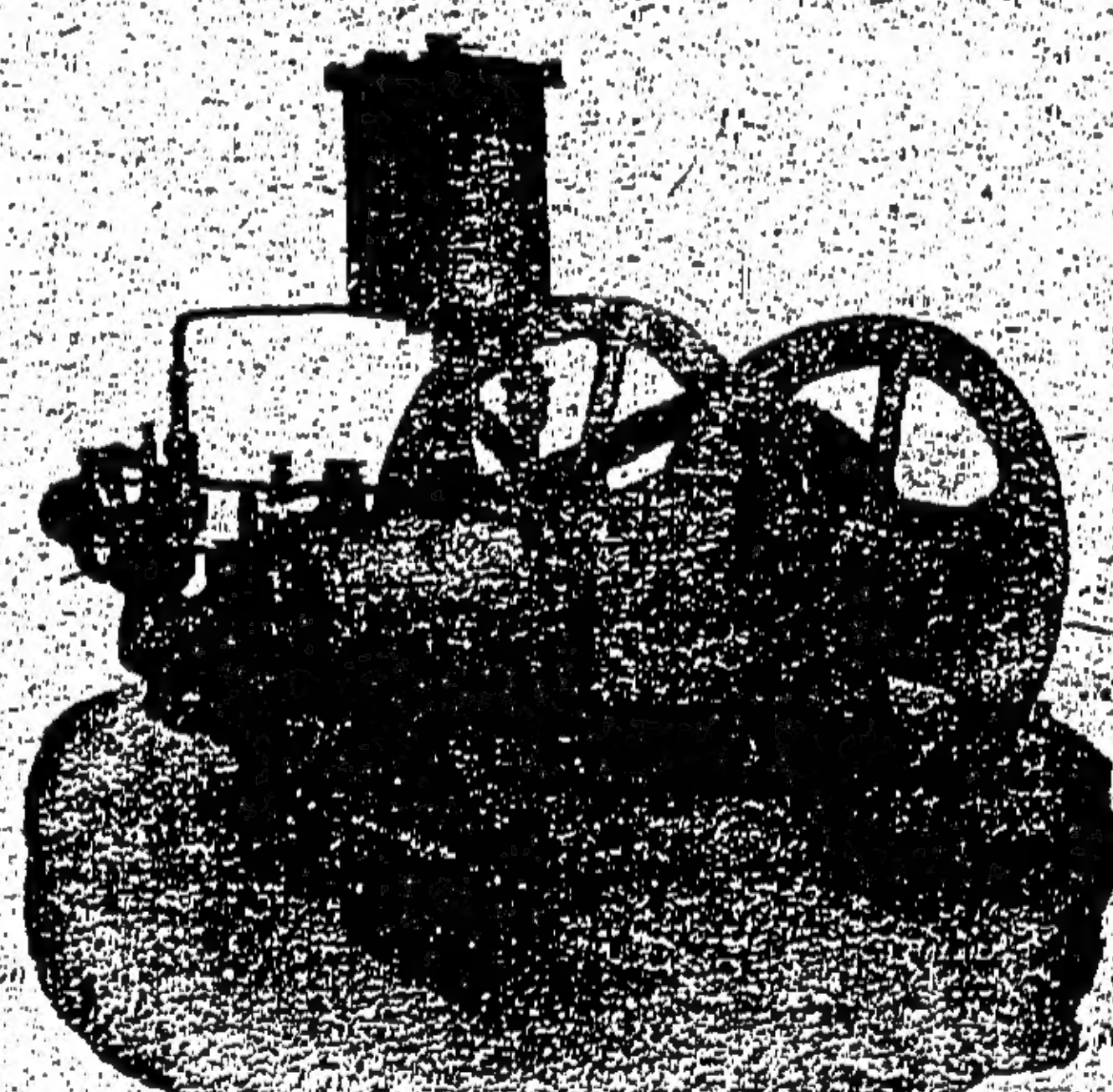
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LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1788

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The Cheapness and quality of their Goods have no equal.
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Hongkong, August 15, 1910. 773

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Hongkong, July 20, 1910. 950

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AVENARIUS CARBOLINEUM
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30 YEARS' SUCCESS
THE ONLY EFFECTIVE AND
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All Functional Derangements of the Liver,
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Refreshing and Invigorating Beverage,
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ENO'S 'Fruit Salt' assists the Functions of the Liver, Bowels, Skin, and
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harmful matters, the circulation and great danger of Chills, Fever, Worry, Blood
Poison, etc. There is no doubt that, where it has been taken in the earliest
stages of a disease, it has, in innumerable instances, prevented a serious illness.

CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.
Beware of cheap imitations. The name is on the wrapper and on the capsule.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London.
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Sold by Chemists and Stores everywhere.

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Seating at \$2.00.

Booking at S. MOUTRIE & CO.
Hongkong, June 27, 1911. 844

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FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910, G. \$494,715,923
Surplus 85,095,459
Dividends to Policyholders
1910 10,875,157
Total paid Policyholders 1910 55,439,360
Total Expenses 1910 10,892,092
Gross earnings from Interest
and Rents for 1910 21,648,528
Gross rate of Income from
Investments 1910 4.48%
Hongkong, May 30, 1911. 727

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Hongkong, December 17, 1910. 1122

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STYLE AND FIT
GUARANTEED.

NEW STOCK

Helmets (Cork and Rubber).

RAIN COATS;

BATH ROBES
AND

SUMMER UNDERWEAR.

Hongkong, Sept. 20, 1911. 1514

NAVAL NOTES.

Anti-Torpedo Guns.

There is no intention of altering the
anti-torpedo gun armament of the 'Dread-
nought' during her present refit," said the
First Lord of the Admiralty recently. The
"Dreadnought" will therefore remain the
exception to the rule in having an anti-
torpedo gun which is altogether out-
classed by the improvement which has been
made in the accuracy and range of torpedoes
and the size and speed of the vessels from
which they are discharged. The Dread-
nought's anti-torpedo gun armament of
24 12-pdr. (18cwt.) guns is the same as that
mounted in the two Lord Nelsons, the
latest pre-Dreadnought battleships, al-
though the disposition adopted in the
Dreadnought is more effective in the in-
creased all-round fire obtainable. This
does not, however, alter the fact that the
12-pdr. gun is absolutely powerless to stop
the onrush of torpedo craft at 30 knots
and the discharge of torpedoes at the new
effective range of 7,000 yards. Since the
Dreadnought was built the standard anti-
torpedo gun in the British Navy has been
the 4in. Mark VII., which has a range of
over 7,000 yards and fires a 31lb. shell,
against the 12lb. projectile of the earlier
gun. Originally the number of these 31-
pounders mounted was 16 in the Ballar-
naphon and Neptune classes; the next
advance being to 20 in the St. Vincents,
while the later battleships and battle-
cruisers carry 24. Even so, however, we
are not leading the way with anti-torpedo
armament, as we did with the adoption of
the single calibre gun, and every stage in
the development makes the contrast all the
greater with the Dreadnought's totally
inadequate means of resisting torpedo
warfare under present conditions.

A REMARKABLE COMPARISON.

The first ship to be armed with the
13.5 in. gun—the battle-cruiser Lion—has
practically the whole of her fighting equip-
ment on board, and will soon be ready to
enter upon her official trials. The two-
year limit for the completion of the Lion
expires in November, and judging by the
forward state of the outfit work little
doubt is entertained that the programme
date for the entry of this Dreadnought
greyhound into the Service will be adhered to.
The gunnery equipment of the Lion is
an appropriate reminder that the first
all-big gun armoured ship built from
original designs in England was the Prince
Albert, in 1864. The number of turrets in
barbettes was four, as in the Lion, and
all were then, as now, arranged on the
centre line, but whereas the Prince Albert
mounted four 9 in. (12 tons) M. L.
weapons, which fired a broadside of 1,000
lbs., the Lion has eight 13.5 in. (76 tons)
B. L. guns, discharging a collective broad-
side of 10,000 lbs., while the difference in
energy is no less than 536,000 ft. tons,
representing an advance from 14,000 to
560,000!

RUSSIA'S NEW NAVAL SCHEME.

A short time ago comment was made in
The Globe on the strenuous efforts that were
being made by certain Russian statesmen
to bring into being a modern fleet of war-
ships, such as would not only restore the
naval prestige of their Fatherland as an old
first-class naval power, but would at the
same time effect such a naval equilibrium
in Europe as to enhance the chance of that
peace which all nations profess to be their
first thought. It is, therefore, gratifying
to find such a reliable person as the St.
Petersburg correspondent of the Times
stating that the statement referred to
above have so far succeeded in getting
their way, that a sum of fifteen millions
sterling has been voted by the Duma to re-
habilitate the Black Sea Fleet, and a similar
sum to create a Baltic fleet more worthy
of Russia than the present one can be
called by even her best friends. Four
Dreadnoughts and a flotilla of six sub-
marines are, it is reported, to be once
placed on the stocks for augmenting the
Black Sea Squadron, while four Dread-
noughts are also to be ordered for the
Baltic. This will bring the Baltic
Fleet up to the appreciable strength of
eight Dreadnoughts of the latest
type, as four of this class of ship are now
being built for the Baltic, and will, it is
expected, be launched next month. The
full programme is to be spread over a period
of 20 years, and a new dockyard is
to be established at Novaya, while a
second dockyard is contemplated at
St. Petersburg, and Libau will be
more or less abandoned as a first-class
naval centre. Everyone desiring naval
equilibrium in Europe will sympathize with
the Russians in their efforts to reorganize
their naval affairs, and to regain the place
from which they were debarred, then at the
beginning of the century, as in doing this
they had to surmount almost insuperable
financial difficulties. But if the Duma has
conscientiously considered the matter, and
if, as is probable, all obstacles will be surmounted.

THE NAVAL AIRSHIP MATRY.

There has been some discussion in
naval circles, since the launch of the
naval airship Matry, as to its "streamline
form" and its advantages and dis-
advantages of this form for an airship.
Altogether the balance of opinion appears
to be in favour of "streamline form,"
since in a full-sized airship like the Matry
it has undoubted advantages, even if there
is an inclination to overrate its value in
minimising the effect of air pressure. So
well is the advantage of this form ap-
preciated that the principle has been
adopted in building by far the greater part
of the latest class of the world, and the
greater part of the land aeroplanes, and
so as to assist the steering and to
increase directional stability. In the
rigid type of airship, such as the
Matry, the "ax and the deck below the
gas containers are the places where adjust-
ments of the load to preserve form and di-
rectional stability have to be made; so as to meet all
variations of speed and of wind. It is the
adjustment of the load that has been mainly
responsible for the delays in construction of
the rigid Matry at Bannockburn, as there
has been little electricity in this type in
the distribution of the load to meet the
need of the moment. Balance is a factor
requiring great attention, and in meeting
the varying conditions of the atmo-
(Continued on Page 3)

Intimations.

The genuine
mineral
water of
VICHY
BE CAREFUL TO NAME WHICH SPRING
VICHY CELESTINS
VICHY GRANDE-GRILLE
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LOZENGES — SALTS — COMPRIMÉS VICHY-ÉTAT

MARINE-MOTORS
CRUDE OIL ENGINES.

BOLINDER'S DIRECT REVERSIBLE CRUDE OIL
ENGINES.

MOST EFFICIENT AND ECONOMICAL FORM OF MARINE PROPULSION.

A sea voyage of 22 days, without once stopping the engine, has been made by
the 'Crudoleo' fitted with a BOLINDER direct reversible engine.

POWERS FROM 5 H.P.—500 H.P.

FUEL CONSUMPTION .2 ct. max. per H.P. Hour.

FAY & BOWEN Kerosene engines and lighting sets.

FERRO Gasoline (Petrol) engines for pleasure and speed craft.

ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILT.
ESTIMATES FREE.

ULDERUP & SCHLUTER,
Office: 21, Connaught Road.

Hongkong, June 13, 1911. 78

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HIPPODROME
CIRCUS & MENAGERIE.

LOCATION: CAUSEWAY BAY.

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MAT SHED.

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25 FIRST-CLASS ARTISTES 25

Including the latest and most expensive
ANIMAL ACT
ever brought to the East.

THE LIONS!!! THE LIONS!!!

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NEARLY EVERY ARTIST NEW TO
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Watch Hand-Bills for Further Announce-
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Hongkong, June 28, 1911. 849

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CORNEED BEEF,

CORNEED PORK,

BEEF SAUSAGES

AND PORK SAUSAGES.

Send us your trial orders. We

guarantee entire satisfaction.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1910. 68

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER

CHERRY & CO.,

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Hongkong, May 6, 1910. 679

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VEYOR for Construction, Valuer
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Hongkong, February 14, 1911. 77

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Hongkong, May 27, 1911. 713

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 3.45 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30
p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Leave Chater at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, 123 to 125, Brompton,
Des Vœux Road Central.

JOHN D. HUMPHREYS & SON

General Managers

JAYES
FLUID

SOLE AGENTS

W. B. HUMPHREYS & CO.

4th FLOOR, 123 to 125, Brompton,
Des Vœux Road Central.

Hongkong, July 15, 1909.

To Let

TO LET.
NO. 2, D'AGUIAR STREET suitable for godowns, etc., occupied by Vienna Cafe Co. last.
Apply to
YEE SANG FAT & CO.,
34, Queen's Road Central.
Hongkong, June 29, 1911. 833

TO LET.
ONE ROOM suitable for office use on Second Floor, Prince's Building.
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WM. MEYERSON & CO.,
Hongkong, June 27, 1911. 846

TO LET.
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THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, June 13, 1911. 790

TO LET.
GODOWN No. 4, NEW PRAYA, Kennedy Town.
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THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, June 1, 1911. 1033

TO LET.
GODOWNS, 95 & 96, PRAYA EAST.
Apply
CHATER & MOUW.
Hongkong, December 6, 1910. 1474

TO LET.
GODOWN No. 54, DUDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
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FOR SALE or TO LET.
KENTIS, 76A, The PEAK, Seven Rooms, Large Verandahs; American heating apparatus installed, making the house dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from tram, 7 minutes by rickshaw. One of the best situations at the Peak, cool in summer, warm in winter.
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Hongkong, June 1, 1911. 108

TO LET.
FLOORS in NATHAN ROAD, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.
Now and Commodious SHOPS, NATHAN ROAD, Kowloon, immediate possession, Cheap Rental.
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HUMPHREYS, ESTATE & FINANCE CO., Ltd.
Hongkong, March 23, 1909. 408

TO LET.
HOUSE No. 94, WONG-NEI-CHONG.
Apply to
NG YUEN HING,
64, Bonham Strand West.
Hongkong, May 15, 1911. 850

TO BE LET.
NO. 34, QUEEN'S ROAD CENTRAL, (Shop) opposite the Post Office. NO. 2, D'AGUIAR STREET, suitable for Godown, etc.
All of which are at present occupied by Vienna Cafe & Co. Ltd.
For particulars, etc., apply to
YEE SANG FAT,
Same Address.
Hongkong, February 23, 1911. 268

TO LET.
FIRST FLOOR of No. 4, Des Voeux ROAD CENTRAL.
GODOWN in MASON'S LANE good for storage of Wines and other articles. Rent moderate.
FOUR ROOMS on Ground Floor of College Chambers for Office (2 minutes from Clock Tower) can be let separately. Rent moderate.
Apply to
DAVID SARROON & Co., Ltd.
Hongkong, April 22, 1911. 658

TO LET.
NO. 57, PRAYA GRANDE, MACAO. BEACONFIELD from 1st June, 1911. The EYRE, No. 13, PEAK, newly painted and colour-washed.
OFFICES on Ground and 1st Floors, CHATER ROAD, (very central position). NO. 9, BEACONFIELD FLOORS (Shop). WOODLANDS VILLA WEST, 25, Seymour Road.
FOR SALE, FOR CREST, at Peak, commanding magnificent view of the Harbour and adjacent islands.
Apply to
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3rd Floor, Alexander Buildings.
Hongkong, May 10, 1911. 18

TO LET.
GODOWNS, 151 & 152, PRAYA EAST. SEMI-EUROPEAN FLATS, Moderate Rent, PRAYA EAST—Corner lot—Obvious view from the door. Also new EUROPEAN FLATS, adjoining the new Government Institute, PRAYA EAST.
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Hongkong, June 1, 1911.

COMMON FEVERS.
How to Overcome their Disabilities.
No more wonderful evidence of the marvellous regulating machinery which exists in the human body can be found than the way the body heat in health, always kept at the same level, no matter what may be the external temperature.
Similarly, the subtle influence of a tropical climate manifests itself in the ease with which this delicate machinery is put out of gear and people's temperature goes up, so that they suffer from fever.
All fevers cause an undoubted feeling of weakness. To remedy this, there is nothing so rapid in its effect, so certain in its action or so complete in the revivifying sensation it imparts, as Sanatogen, the greatest known reconstituent to which the medical profession have, with one accord given the description "The tonic-food with lasting effects."
What Sanatogen can do in Fevers is strikingly shown in the case of Mr. Shirley Trevelyan (Editor of "Capital"), 38, Clive Street, Calcutta, who writes: "I had a sharp attack of fever last October which brought me to a state of great weakness. During the whole period my diet was almost entirely soda, milk and Sanatogen. I cannot speak too highly of Sanatogen, which I took for some time, and which not only kept me up during the attack, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack."
Sanatogen may be obtained of all chemists.

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THE STATION HOTEL,
NATHAN ROAD, KOWLOON.
ELECTRIC LIGHT AND FANS BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.
PRIVATE AND PUBLIC BARS. BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.
Tel. No. 1120. Tel. Address "TENNIS." For Particulars apply to
THE MANAGER.
Hongkong, March 1, 1911. 208

VICTORIA HOUSE
10, QUEEN'S ROAD CENTRAL.
THE CHEAPEST AND THE BEST ACCOMMODATED BOARDING HOUSE.
IN THE CENTRAL LOCALITY.
A. WOHLERS,
The Managers.
Hongkong, October 13, 1910. 1258

VICTORIA HOTEL,
LATE NEW AMOY HOTEL, KULANGSU.
UNDER NEW MANAGEMENT.
Good Food, Clean Rooms, each with Separate Bathroom.
REASONABLE CHARGES.
Two minutes walk from the principal landing place.
BAR, BILLIARDS AND BOWLING ALLEY.
Chas. A. Mutton,
Proprietor.
Hongkong, January 3, 1911.

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A HIGH-CLASS HOTEL.
LADIES AFTERNOON TEA ROOMS. Private Bill and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted.
Electric Fans (if required). Electric Passenger Elevator to each Floor. TALKS D'HOVE AT SEPARATE TALKS. Tel. Address: "VICTORIA," Hongkong. For Terms, etc., apply to the
MANAGER.
Hongkong, October 2, 1908. 1362

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APPROACHED from Kennedy Road and Macdonnell Road.
Tel. No. 124. Tel. Address: "KINGSCLERE." A.B.C. Code 4th Ed.
Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stable for horses.
Proprietress, Mrs. F. SACHSE.
Hongkong, September 1, 1908. 1308

BRASSIDE PRIVATE HOTEL.
STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and well-furnished Rooms. Every home comfort. Fine view of the Harbour.
Telephone No. 200.
Apply to
Mrs. F. V. WATTS,
Brasside, 28, Macdonnell Road.
Hongkong, September 2, 1908. 121

SCOTTISH SPORT.
(From Our Own Correspondent.)
BIRMINGHAM, June 6.
HOLF AND GOLFERS.
Against an entry of 38 at Prestwick twenty-four years ago, there were 146 aspirants for the honour of Amateur Champion in golf. Despite the fact that the Championship was on Scottish soil, no fewer than 82 entrants appeared from England, eloquent testimony to the rapid progress the game has made south of the Tweed. Scottish clubs were responsible for 50, Irish clubs for 7, and clubs overseas for 7. For the first time it was the condition of entry that the aspirants should be scratch or plus in all the clubs of which they are members. Those who entered from overseas clubs were Mr. C. Kraus, Chicago; Mr. P. W. Whittemore, County Club, U.S.A.; Mr. Clyde Pearce and Mr. Bruce Pearce, Tasmania; Mr. H. L. Gair, Lake Como; Mr. N. F. Christie, Sydney; and Mr. G. R. K. Mugill, Singapore. Mr. Mugill was the only player entering from a club east of Suez, and he intimated his retirement from the competition before the first round began.
The Amateur Golf Championship of 1911 will be remembered more for purporting than inspiring golf. Never before has the contest been decided under so exhausting conditions. A superabundance of sunshine on the West Coast of Scotland is a novelty for which probably the majority of people are grateful, but there can be no question that it marred the play at Prestwick, making it dull and uneven. The form of many of the entrants was very uncertain. Scarcely a round passed without some leading golfer going down, not on account of the exceptional brilliance of his opponent, but because of his own poor efforts, often the result of failure with the masher and the putter. For this uncertainty the keen state of the greens was in great measure responsible. The dry, hard, and sun-burnt surface made putting a matter of great delicacy, so much so that it was no uncommon occurrence to see players taking as many as three, and sometimes four puts from a distance of fifteen or twenty yards.
Mr. Hilton succeeds Mr. Ball as Amateur Golf Champion. In the history of the match, there is nothing to compare with the record of these two magnificent golfers and fellow members of the Royal Liverpool Golf Club. Mr. Hilton recorded his third win; Mr. Ball has been Champion seven times. Of Mr. Hilton's feat at Prestwick there is but one verdict. "His final triumph was an emphatic case of the survival of the fittest," says one writer; "the laurel has gone to sterling golf," remarks another; "the Championship undoubtedly went to the right man," observes a third.
Throughout the meeting up to the final stage, Mr. Hilton played brilliant golf, and was the most consistent player engaged. In no round before the final did he ever look like being beaten. In the final he won comfortably in the end, though the issue was in doubt until the last nine holes were entered upon. In the earlier rounds he was irresistible. Up to the sixth hole he had never required to go beyond the thirteenth green. In the sixth round he disposed of Mr. Jenkins, a Scottish Internationalist, by three and two, and in the semi-final beat Mr. Gordon Lockhart, whose golf, next to Mr. Hilton's own, was the best of the meeting, by four and three. Neither of these last two was an easy matter. Mr. Hilton had had a more difficult journey to the final than Mr. Lazenby, and none of the latter's luck. If he had been beaten, he would nevertheless have deserved and got much of the honour that goes to the actual winner. His favourite shot, he says, is a brassie second. This was a shot that was not in evidence at Prestwick. What the Champion really excelled in was the half iron shot to the green, and even more emphatically, the chip shot from just off the green. The strange thing is that as a pride to this brilliant summer he should put in perhaps the worst winter of his life his general health being very indifferent. Now that he is wound up again, it will be interesting to see if he will go further in the direction of overtaking Mr. Ball. There is no reason why he should not. He is only forty-two.
Mr. Hilton's opponent in the final was Mr. E. A. Lazenby, who is understood to be of Jewish descent, but who from the golfing standpoint is a sound Englishman. Mr. Lazenby was somewhat lucky in finding himself in the final, mainly owing to the unconscious breaches of the rules committed by Mr. L. B. Stevens, the surprise of the meeting. It was unfortunate that Mr. Stevens should have been brought to book for grounding his club in the rushes, a practice allowed locally but condemned as a hazard in St. Andrews, as indeed is his, too, which many of his fellow competitors committed with impunity during the meeting.
It is interesting to note that the two Scotsmen who went furthest on this occasion, the only two in the last eight, Mr. Gordon Lockhart and Mr. J. C. L. Jenkins, were both young players. Mr. Jenkins has reason to plume himself on the fact that in an eighteen holes match he took the Championship further than did any other competitor, and Mr. Gordon Lockhart will recall with satisfaction that had it not been for his playing against him, some of the loose strokes he played in the final a different man might have played Mr. Lazenby for the last hoop.
The play of other prominent Scotsmen was disappointing. Captain Hetherington, who came so near winning the Championship at Muirfield in 1909, and is still capable of winning it on any day, played badly in the International match against

Mr. Hilton, who he beat by six and three, but in the Championship he fell short in the second round before Mr. Carr, a good golfer who was not as his best. The same thing may be said to be the case of Mr. Blackwell and Mr. Harris, both Scottish Internationalists. Just the third round claimed three more victims, in Mr. Laidly, Mr. Balfour-Melville, and Mr. J. A. Robertson-Durham, the last one of the most promising members of the young Scottish school. Mr. Gordon Simpson did not survive the first round. These early reverses diminished the hopes of a Scottish success, but by consistently good play, Mr. Gordon Lockhart, Mr. Jenkins (who disposed of Mr. Munn, a much handed competitor), and Mr. James Robb, the Champion of 1906, kept expectation alive, and had any one of these three won it would not have been a surprise.
Great interest was taken in the play of Mr. Abe Mitchell, the Englishman player. He was not, however, consistently good; he had some weak strokes in his match with Mr. L. B. Stevens, and although he reached the semi-final, he never looked like an ultimate winner. Mr. Evans, of Chicago, did not quite answer expectations. Mr. Evans had had several followers, but none to equal his success in 1904. At Troon, Mr. Evans disclosed that he was a weak putter, and his defeat on the adjoining Prestwick was therefore no surprise. At the same time he is a splendid golfer, and when next his name appears among the entrants for the Amateur Golf Championship, it will be hailed with pleasure by all who had the privilege of seeing him at Prestwick, and with no little fear by the man against whom he may happen to be drawn. Of those who entered from overseas, the most successful was Mr. Bruce Pearce, to whom fell the distinction of being, in the last eight, Ireland up to a certain stage was well served by Mr. Lionel Munn, but there was one stroke he failed at, and it cost him much.
CRICKET.
With good wickets, scoring has arrived on Saturday some big figures were reached. Grange had a trying experience at Solihull through lack of bowlers; but their other eleven made amends against the R.E.S. Peel and others hitting fiercely, and winning after the School had declared. Uddingston had a good win in face of what looked like a hopeless total compiled by Greenock.
Perthshire Cricket Club have decided that, in the interests of the game, it would not be advisable to play the inter-county match with Perthshire this season.
Results.
Grange, 204 for three; R.E.S., 198 for seven (inn. closed).
Watson, 211 for two; Clarendon, 77. Edin. Acad. miscs, 125; Stenhousemuir, 100.
Loretto, 140 for six; Glenasmole, 202. Edin. Academy, 234; Watson, 68.
Solihull, 211 for three; Grange, 83.
East Strathgordon, 149; Edin. Univ., 138. Perthshire, 264 for seven (inn. closed); Blairgowrie, 93.
Perthshire, 308 for five (inn. closed); Clackmannan County, 188 for three.
Aberdeen, 69; Victoria, 65.
Almond Valley, 85 for seven; Red Cross, Dundee, 70.
Rosalie Park, 50; Cupar, 280 for seven. Aberdeenshire, 199; Arbroath United, 69.
West of Scotland, 217 for seven (inn. closed); Kelburne, 129 for six.
Uddingston, 173 for seven; Greenock, 167. Clydebank, 98; Ferguison, 90.
FOOTBALL.
At the annual meeting of the Scottish Football League, Queen's Park and Motherwell, the bottom clubs, were re-elected to the First Division of the League. Vale of Leven were elected to the Second Division, and St. Johnstone, Perth, takes the place of Port Glasgow Athletic.

HONGKONG AVERAGE MARKET PRICES.
Corrected to Thursday, June 29th, 1911.
At 100 cents per Dollar American.

Butcher Meat.		Poultry.	
Best Sirloin & Prime Cut—Moi Tung Pa	lb 30	Chicken—Kai Chai	lb 30
Corned—Ham Ngau Yau	22	Capons, Large, Small—Sin Kai	24
Roast—Stiu	12	Ducks—Ap	24
Bread—Ngau Lam	12	Doves—Pan Kau	each 24
Soup—Tong Yuk	20	Eggs, Hen—Kai Tau	per doz 24
Steak—Ngau Yau Pa	32	Fowls, Canton—Kai	lb 38
Sirloin Oxtail—Ngau Lam	20	Hainan—Hoi Nam Kai	32
Sausages—Ngau Chung	20	Geese—Ngai	22
Duck's Brains—Knew	per set 50	Geese, Wild, Shanghai—Shang-hoi Yea Ngai	pair 24
Tongue fresh—Ngau Li	61	Musks Deer—Wang Keng	each 24
Ham—Ngau Tau	85	Hare, Shanghai—Tu Chai	each 24
Heart—Ngau Sun	12	Partridge—Che Khou	pair 24
Hump, Salt—Ngau Kin	18	Pheasant—Shan Kai	pair 24
Feet—Ngau Kark	each 8	Pigeons, Canton—Fak Kup	each 30
Kidneys—Ngau Yau	18	Holow—Hoi Hoi Pak Kup	each 30
Tail—Ngau Mei	18	Quail—Um Chuan	dozen 24
Liver—Ngau Eon	12	Rice Birds—Wo Fa Chai	dozen 24
Trip (undressed)—Ngau To	8	Suip—Sa Choy	each 24
Calf Head & Feet—Ngau-chai-tau-kark	set 81	Turkeys, Cock—Phor Kai Kung	each 45
Mutton Chop—Yung Pei Kwai	lb 22	Wild Ducks, Shanghai—Shang-hoi Sui Ap	pair 24
Leg—Yung Fui	20	Wild Ducks, Canton—Sang Shing Sui Ap	pair 24
Shoulder—Yung Shan	22		
Pigs Chittlings—Chu Chong	22		
Brains—Chu Kow	per set 24		
Feet—Chu Kark	lb 12		
Fry—Chu Chai	25		
Head—Chu Tau	15		
Heart—Chu Sun	each 13		
Kidneys—Chu Yiu	9		
Liver—Chu Chai	11		
Pork, Chop—Chu Pak Kwai	50		
Corned—Ham Chu Yuk	24		
Log—Chu Pak	15		
Eat or Lard—Chu Yau	15		
Shoep's Head and Feet—Yung Tau Kark	set 50		
Heart—Yung Sun	each 8		
Kidneys—Yung Yiu	9		
Liver—Yung Chon	15		
Sucking Figs, To Order—Chu Chai	22		
Suet, Beef—Sang Ngau Yau	20		
Mutton—Sang Yung Yau	22		
Veal—Ngau Chai Yuk	20		
Sausages—Ngau Chai Chung	20		

Salmon— <i>Ma Yau Yu</i>	10
Shark— <i>Sa Yu</i>	10
Shark— <i>Pa Yu</i>	10
Shrimps— <i>Ma</i>	28
Smuggles— <i>Ma Yu</i>	28
Sole— <i>Ma Yu</i>	28
Tench— <i>Wau Yu</i>	20
Tilapia— <i>Chow Yu</i>	20
Turtles, small, fresh water— <i>Kok Yu</i>	20
White Bait— <i>Ngau Yu Chai</i>	—
Fruits.	
Almonds— <i>Hung Yau</i>	12
Apples (California)— <i>Kam San Ping Khe</i>	35
(Chefoo)— <i>Tin Chut Ping Khe</i>	—
Small— <i>Hoi Tong</i>	—
Custard— <i>Fai Lai Chi</i>	each
Bananas, fragrant, Canton— <i>Sun Shing</i>	10
Heung Chiu	10
Bananas, (Ordin), Macao— <i>Sun Heung Chiu</i>	3
Chestnuts, Chinese— <i>Foong Lai</i>	10
Carambola— <i>Yeung Tuo</i>	10
Cocoanuts— <i>Yah Tse</i>	each 10
Lemons, China— <i>Ning Moong</i>	10
America— <i>Kam San Ning Moong</i>	6
Lichens Dried— <i>Lai Chi, Small, Stone</i>	10
Fresh	12
Limes, (Sicagon)— <i>Sai Rung Ning Moong</i>	each 10
Mango, Manila— <i>Lai Sang Moong</i>	10
Mangosteens— <i>Sun Chuk Tse</i>	each 25
Oranges, (Canton)— <i>Sun-shing Tim Ching</i>	10
Oranges Sweet	10
Pears, (American)— <i>Kam San Shoot Lay</i>	—
(Canton), Cooking— <i>Sa Lay</i>	—
Peanuts— <i>Fa Sang</i>	10
Perseimons Large— <i>Hung Chie</i>	—
Pine-apples, Intquility— <i>Poon Ti Paw Law</i>	each 10
2nd	—
— <i>Chung-tang Paw Law</i>	—
Plantain— <i>Tai Cheu</i>	10
Pumpo— <i>Swatow, Hung Lai</i>	—
Pumelo, Siam— <i>Chin Lo Yau</i>	each 20
Shanghai— <i>Lo Kwat</i>	—
Walnuts— <i>Hop Tuo</i>	10
Green— <i>Sang Hop Tuo</i>	—
Water Melon— <i>(Am.) Kou San Sai Kwanch</i>	each 10
(China) <i>Sai Kwa</i>	—
Grapes— <i>Sang Po Tai Tse</i>	10
Vegetables &c.	
Artichokes, Shanghai— <i>Sheung-hoi Ah</i>	10
Chi Cheuk	—
Beans, (French), Macao— <i>Oh Moon Pin Tau</i>	—
(French), Shanghai— <i>Sheung Hai</i>	—
Pin Tau	—
Sprout— <i>Ah Chui</i>	—
Long— <i>Tau Ko</i>	—
Beet Root— <i>Hung Choi Tai</i>	each 10
Brinjola, Green— <i>Ching Yuen</i>	—
Red— <i>Hung Ker</i>	—
Cabbage, Chinese, com— <i>Kai Choy</i>	—
Cabbage, Red— <i>Hing Yau Choy</i>	—
Cabbage, Shanghai— <i>Yah Choi</i>	—
Cane Shoots, bunch— <i>Kai Shun</i>	10
Cauliflowers, Large size— <i>Tai Yah Cho Fa</i>	each 10
Medium size— <i>Cheng Yah Cho Fa</i>	—
Small size— <i>Sai Yau Choi Fa</i>	—
Carrots— <i>Kam Shun</i>	10
Celery, Chinese— <i>Tung Yau Choi</i>	—
English— <i>Yong</i>	—
Chillies Dried— <i>Gon Lat Chio</i>	—
Red— <i>Hung Far</i>	—
Green— <i>Ching Lat Chiu</i>	—
Curry Stuff, English— <i>Kar Lee Chu Lin</i>	—
Cucumbers— <i>Ching Kwa</i>	—
Bitter Squash— <i>Fu Kwa</i>	—
Gazins— <i>Que Tau</i>	—
Ginger, young— <i>Sun Tse Kwang</i>	—
Old— <i>Lo Kwang</i>	—
Horse Radish, S'hai— <i>Lik Kwa</i>	—
Indian Corn— <i>Suk Mai</i>	—
Lettuce— <i>Yeung Sang Choi</i>	—
Water Chestnuts— <i>Ma Tai</i>	10
Mandarin— <i>Kwai Lam Ma Tai</i>	—
Mushrooms, Fresh— <i>Sang Cho Koo</i>	—
Musk Melon, American— <i>Kam San Hong Kwa</i>	—
Okroos	—
Onions, Bombay— <i>Yeung Chong Tau</i>	—
Green— <i>Sang Chong</i>	—
Shanghai— <i>Shang-hoi Chong Tau</i>	—
Peas, 1st qual— <i>Tai Man Sau Kau</i>	—
2nd	—
Chung	—
Parsley— <i>Kun Cho</i>	—
Green Peas— <i>Ching Tau</i>	—
Potatoes, Sweet— <i>Fan Shu</i>	—
Shanghai— <i>Shang-hoi Shu Lau</i>	—
Japan— <i>Yut Poon Sui Tai</i>	—
American— <i>Fa Ki</i>	—
Tochocho— <i>Sook-chow Shu Tai</i>	—
Pumpkin— <i>Tong Kwa</i>	—
Radish— <i>Hung Lo Pak Tai</i>	—
Rubab (Fresh)— <i>Tai Wong</i>	—
Sage— <i>Tse So</i>	—
Shallots— <i>Gon Chong Lau</i>	—
Sprouts— <i>Nio Choi</i>	—
Turnips— <i>Fan Kwo</i>	—
Taro— <i>Wu Tai</i>	—
Turnips, Pumi (Long)— <i>Lo Pak</i>	—
English— <i>Yung So Pak</i>	—
Vegetable Marrow— <i>Chit Kwa</i>	—
(Am.)— <i>Kam San Chit Kwa</i>	—
Water Cress— <i>Sai Young Cho</i>	—
Yah root— <i>Lik Ngau</i>	—
Yams— <i>To Shu</i>	—
The prices set weekly vary from daily, and are subject to compulsion of prices (market).	
W. POWELL	

Essential Requisites during the Hot Summer Months.

WATSON'S
PRICKLY HEAT LOTION

GIVES INSTANTANEOUS RELIEF FROM THE IRRITATION, AND EFFECTS A SPEEDY CURE. It has long held the reputation of being the most efficacious remedy obtainable. Our customers include many residents throughout India, Ceylon and Straits Settlements; besides the Far East.

Price 50 Cents and \$1.00 per Bottle.

WATSON'S
PULVOSMIDROSIS

This excellent preparation keeps the feet and armpits cool and sweet in the warmest weather, and removes the malodour of perspiration. It prevents and cures sore and blistered toes.

Price 25 Cents per Tin.

A. S. Watson & Co., Ltd.,
CHEMISTS, DRUGGISTS, PERFUMERS.
ESTABLISHED A.D. 1841.

OVERSTRUNG

UPRIGHT - -

GRAND - -

BY

Hooff & Hooff

Price \$475.

A Liberal Discount given for
CASH.

S. MOUTRIE & CO., LD.

SOLE AGENTS.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

Gentlemen's Outfitters.

EVERYTHING

FOR

Gent's Wear

NEW NECKWEAR

NEW SOCKS

NEW SHIRTS, etc.

EXCLUSIVE GOODS.

MODERATE PRICES.

28, Queen's Road.

VICTORIA THEATRE.

DES VUEX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND
9.15 P.M. to 11.15 P.M.

THE FINEST AND COOLEST
HALL in the COLONY.

HONGKONG CORONATION
PICTURES.

OWING to climatic conditions these
pictures have to be finished in
Shanghai and their exhibition has therefore
been POSTPONED until the first week
in July.

IMMENSE SUCCESS OF THE
COLLIER SISTERS
UNPARALLELED DANCERS.

General Memoranda.

TUESDAY, July 4:—
Departure of... merion Independence.
8 p.m.—Hippodrome Opening Performance.

WEDNESDAY, July 5:—
3.30 p.m.—Third Gynkhana Meeting.

THURSDAY, July 11:—
8.30 p.m.—Full moon.

The China Mail

HONGKONG, FRIDAY, JUNE 30, 1911.

THE UNREST IN KWANGTUNG.

Those who have followed the trend of events in the Kwangtung Province for the past few months know full well that there is still a very great deal of unrest existing among the people. Although Viceroy CHANG has, ever since the Canton revolt, exercised the sternest repressive measures in dealing with supposed fomenters of strife, the fact remains that the authorities have as yet by no means got matters thoroughly in hand. They are, indeed, themselves aware of this fact, while peaceful citizens, as they come to realise it, feel that the only safe course to take is to leave their homes and take up their refuge in either Hongkong or Macao. Matters would not be nearly so bad as they are did the people but trust the Government and its undertakings. So far from doing this, they live in a state of ever-present fear as to what a day will bring forth. When every allowance is made for exaggeration and prejudice, there cannot be the slightest doubt but that large numbers of people who are suspected of possessing money or valuables are subject to constant harassment by the police and soldiers, who exact whatever terms they demand under threat of severe punishment for trumped-up and utterly false charges. The queerness Chinese, too, are still subject to the grossest indignities, and as many of these represent foreign trading interests in the interior the effect on commercial intercourse is most detrimental. In short, the present state of uneasiness throughout the Province is a standing disgrace to the local Government, and almost warrants foreign intervention.

We notice that Admiral Li has recently received from the Viceroy the strictest orders regarding the dangerous condition of the Province. He has been told to take every possible step to free the country of impending dangers, especially of "robbers and law-breakers." It is not, however, clearly pointed out whether these names are applied to brigands as such, or to all and sundry who are out of sympathy and patience with the existing condition of things and merely desire to see them mended. All are grouped together as "scoundrels and scoundrels," and it is laid down that there must be an end put to their doings and even, if necessary, to their existence. All available soldiers are to be placed at the disposal of those

whose duty it is to clear out the offending people, and even the bodyguards of the Viceroy may be employed in some places if there be a distinct need for them to be called out. The orders are strengthened by threats and promises. If there is not something more done than has been done, subordinate officials will lose their situations, if not their heads. It is insinuated that hitherto there has been too much "playing at the game." On the other hand, success will be amply rewarded as an additional incentive to those to whom the task has been entrusted.

The danger of orders of this kind is that there will be, in the desire to secure rewards, an inclination to group together those who are really robbers, and nothing else, with those who are seriously interested in the welfare of their country and desire to see it advance. These latter, if they are suspected of cherishing even moderately liberal views, would doubtless be seized, and their doom soon sealed. There are numerous bands of brigands that should, in the interests of peace, be uprooted, and the sooner this is done the better for the country. On the other hand, if there is a careless and reckless arresting of all and sundry who are suspected of sympathising, even slightly, with the reform party, then much harm will be done both to the people themselves, and, in the long run, to the welfare of the state as well. There is no doubt but that the situation is a very difficult one. It must be whilst the officials are determined to crush out every feeling of ambition which runs in any way counter to what they deem right and proper.

NEWS OF THE DAY.

There are vacancies in the choir of St. John's Cathedral for four sopranos, one alto and one tenor to make up the full number of fifty voices.

The exports of cement from Tonkin for the first quarter of 1911 considerably exceed those for the same period of 1910, the figures being 8,212 tons against 2,215.

The Pioneer London correspondent wires that the police are taking special pains to ascertain the names of all Indians and Russians who have taken seats to view the Coronation Procession and the Royal Procession of next day.

According to a Tokyo despatch, the Grand Military Manoeuvres, which are to be held this year under the superintendence of H.M. the Emperor in the neighbourhood of Kurume, Kyushu, will last four days commencing on November 13th.

The steam trials of the P. and O. steamer Medina, on which the King and Queen are travelling to India, were held on the Clyde. They were entirely satisfactory and the work of fitting out is now proceeding and the official trials will take place in August.

Mr Lloyd George was given a remarkable reception at Birmingham when he explained the Insurance Bill to an audience of 3,000. There were 140,000 applications for tickets. Crowds cheered the Chancellor along the route from the station to the Town Hall.

The Japan Herald publishes a report that the Japanese warships, after attending the Coronation Review at Spithead were to proceed on a coastal cruise around Great Britain. On the home voyage they are to pay visits to France, Italy and Austria, and later will call at Port Sudan in the Red Sea.

The Queen's Coronation robe was of Princess shade, in ivory duchesse satin. The whole of the front was embroidered with ten strands of gold thread, commencing with a band resembling water near the loins, representing the seas of the Empire, and bearing lotus lilies. Rising from the band was a design introducing as Imperial emblems the Rose, the Thistle, the Shamrock, the Star of India, oak leaves, and acorns. Dependent from the shoulders was a train of purple velvet, six yards long by 14 yards wide.

A good deal of interesting information regarding the Trans-Siberian Railway and the developments there in progress appears in the Berlin Export. It appears that the journey from Moscow to Vladivostok (6,500 miles) has this year been already shortened by five hours—it now takes exactly 9 days, 15 hours, and 35 minutes. This year the express train will make the journey about a day quicker than in 1910, while by the end of 1912 the journey from London, Paris, or Berlin to Tokyo should be shortened by two to three days. The distance to Peking, 7,500 miles via Harbin and Mukden, which to-day involves fourteen days' travel, would then take but twelve days. And, should the project eventuate for the joining up of the Indian Railway with the Peking-Kalgan line, by way of Kialkha and Urga, this would decrease the distance from Paris to Peking to some 5,000 miles, whereby the journey could be made in eight days.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs. Vernon and Smyth, is 4s. 1½d.

The German Mail of the 1st June was delivered in London on the 29th June.

The report of a Japanese being robbed by four coolies in Bow's Road has been found to be false.

At the military parade services to be held on Sunday, 2nd July, 1911, collections will be made on behalf of the Army Missionary Association.

In the House of Commons Mr. Reginald McKenna (First Lord of the Admiralty) announced that capital ships would be launched as follows:—George V., in October; Centurion, in November; Ajax, in December; Audacious, in January; and Queen Mary, in February.

A meeting for the purpose of organising a Manila chess club was held recently. The club now has 25 members and several other local chess players have promised to join. Negotiations for a match with either Hongkong or Shanghai will be begun in the near future.

The trade between Hongkong and the Philippines is booming just now. Yesterday the Taming left loaded down to her water mark, while the Zafro steamed out this afternoon with as much general cargo as she could carry. The latter, in fact, had to refuse many tons of merchandise.

Mr. Botha, at Bristol in making his first impromptu open-air speech in England, spoke in a most offensive manner, the audience cheering when he said that there was a time when he did his best to avoid being surrounded by Englishmen, but he now came on his own account to surrender to that ordeal, gladly acknowledging that he was surrounded by friends.

The Coronation gift, bought by subscriptions from all the Maries in the Empire, was handed to Queen Mary by the ladies executive. The gift is in the form of the insignia of the Garter set with diamonds, the portrait of the King and the Prince of Wales and a cheque for £13,700. Her Majesty's reply will be printed as a autobiographical letter. The Queen thanks the subscribers most warmly. She is deeply touched by the affectionate impulse which led them to make a personal gift. It will be treasured all her life. The Queen has devoted the cheque to a charitable object in which she is greatly interested, but which she does not specify.

M. Paris, Deputy of Cocks-Chin, who was staying with a friend in the village of Brives, France, has been the victim of an accident. M. Paris was on his way with his host, M. Boe, a former civil service administrator of Indo-China, to the railway station, it being their intention to go to Zurich for a holiday, when a horse attached to a carriage took fright and bolted. The vehicle caught M. Paris in the back and he was thrown violently to the ground and sustained severe injuries about the head. He was taken into a house near by and his injuries were such that he had to remain indoors for several days.

SOCIAL AND PERSONAL.

Captain Bond, the great shikari, and Lady Smith Hero of the Rifle Brigade, has died at Calcutta.

Major A. C. Ralph, 8th Rajputs, will be the visitor to the Detachment Barrack next week, and Captain R. J. Clarke, of the same regiment, Field Officer for the week.

Leave of absence on private affairs to the neighbouring countries has been granted to Major W. G. Lydion, Army Ordnance Department, from 20th July to 8th October, 1911.

Mr. Jacob Schiff, the New York banker, has offered a million dollars to his native town in Germany, Frankfurt-on-Main, for the establishment of a university. The gift is conditional on the Frankfurt authorities agreeing that there shall be no restrictions in regard to the number of Jewish professors and no disabilities placed upon Jewish students.

To the memory of Admiral Sir A. G. Curzon, H.M. Commander-in-Chief at Portsmouth, who died while in command there, a tablet is to be placed in Portsmouth Dockyard Church, and an effort is to be made to raise £200 to be invested for the interest to be devoted to maintaining a girl in Portsmouth Royal Naval and Marine Orphanage.

There was a large gathering at Oxford when Honorary Degrees were conferred upon General Botha, Sir Joseph Ward and Sir E. P. Morris. Dr. Goudy introducing the recipients of the honour said that General Botha would go down by postern universally recognized as a great General, formerly one of our most honourable foes, now one of our staunchest friends.

All the Calcutta papers reproduce from the Indian Daily Telegraph the statement that Lord Kitchener is engaged to Miss Leovora, daughter of Mr. L. H. Hearnsey, the well-known Anglo-Indian zemindar, whose estates are in Oudh. The family is descended from General Hearnsey, the famous Ferozabad soldier. Mr. Hearnsey, father of Miss Leovora, writes that the report is a "disobedient lie." "Be wary of intrigue," he adds.

[Copyright.]

FLOODS IN JAPAN.

(Independent News Agency's Service to the China Mail.)

TOKYO, June 30.

Since the 27th inst. heavy rainstorms have been raging at Iiyoshima and district.

This has resulted in big floods. Numerous houses have been demolished and several lives lost.

JAPAN AT THE
CORONATION.

ROYAL THANKS.

(Independent News Agency's Service to the China Mail.)

TOKYO, June 30.

Their Majesties the Emperor and Empress have personally telegraphed expressing thanks to the British Royal household for the cordial reception given to Prince Higashi Fushimi and suite during the Coronation.

GOLF CHAMPIONSHIP.

MASSY AND VARDON TIE.

(Reuter's Service to the China Mail.)

LONDON, June 30.

A. Massy and H. Vardon have tied in the Open Golf Championship their scores being 303.

Other scores are:—H. H. Hilton and A. Eerd, 304 each; J. Braid and Ray 305 each.

The finish was intensely exciting. [Note—Vardon has won the championship three times—in 1898, 1899 and 1903. Massy has been champion once—in 1907. Last year's winner was Braid.—En. C. M.]

THE TIGER'S LATEST WORK.

Twelve Cattle Killed.

While the police and a search party were out looking for the tiger at Lantau Island on Thursday they came across twelve cattle which had obviously been killed by the beast.

Some were partly decomposed while others were quite fresh. Out of a lot of thirty which were placed on the island for safety some days ago two are still unaccounted for. In addition to this over twenty cattle have either been destroyed or badly mauled on the island of late.

IN THE COURTS.

The manager of the New Traveller's Hotel was ordered to pay \$10 compensation on account of his dog having bitten a Chinaman on both legs.

Seven men have been arrested in connection with a lottery at Wing Sing Street. At the Magistrate's this morning six were discharged and one was fined \$1,200.

Tang Chi Kan, a clerk employed at the Police Office, was charged with receiving a bribe of \$20 to influence him in his duties. The case was remanded, bail being allowed in the sum of \$1,000.

A Chinaman employed by Messrs A. S. Watson and Co., was remanded on a charge of stealing 24 dozen bottles of mineral water. Another defendant was also remanded on a charge of receiving same.

Inspector D. Gourlay charged a Chinese constable with stealing \$4.25 from a fisherman at Shaukiwan. It appears the man was counting his money on the ground when the constable seized it and said the man was gambling. The case was remanded.

A Frenchman, named Gaston Mousson, of No 15, Morrison Hill Road, was fined \$25 at the Magistrate's this morning, for attempting to avoid paying his fare and with assaulting the conductor and a passenger. It appears that he got on to a car near the King Edward Hotel and soon after descended a bus ten cent piece. The conductor refused to take it, whereupon he assaulted him as well as a Chinese passenger who remonstrated with defendant.

Another big Chinese failure is reported at Bangkok. One European firm is interested to the extent of £20,000.

There has not been 180 cases of plague in the Colony during the year, three more being reported to-day.

Eighty thousand troops will assemble at the Delhi Coronation Durbar. This is the largest army ever collected within the limits of the British Empire. The troops will begin to move early in November, marching towards the city in army corps.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be on hand. It cures quickly and is prepared for sudden attacks. It never fails to give relief. For sale by all Chemists and Storekeepers.

[Copyright.]

AVIATION.

THE EUROPEAN CIRCUIT RACE.

(Reuter's Service to the China Mail.)

LONDON, June 30.

The competitors in the European Circuit Aviation Race, which began on the 13th inst., are beginning to arrive at Calais en route to London, after traversing parts of Holland and Belgium.

The number has now dwindled down to fifteen.

ADMIRAL TOGO.

WARM WELCOME ON OLD TRAINING-SHIP.

(Reuter's Service to the China Mail.)

LONDON, June 30.

Admiral Togo visited his old training-ship, the Worcester, at Greenhithe. He inspected to endite, who cheered the distinguished visitor lustily.

RUSSIA'S FIRST
DREADNOUGHT.THE "SEBASTOPOL"
LAUNCHED.

(Reuter's Service to the China Mail.)

LONDON, June 30.

The first Russian Dreadnought, the Sebastopol, has been launched at the Baltic Yard, St. Petersburg.

PRINCESS OF WALES'
STAKES.

WIN FOR SWYNFORD.

(Reuter's Service to the China Mail.)

LONDON, June 30.

The Princess of Wales' Stakes, run at Newmarket, resulted as follows:—
Lord Derby's Swynford (F. Wootton), 1.
Mr. Fairlie's Lemberg (Dillon), 2.
Lord Derby's King William (Mahan), 3.

The betting was:—Swynford, 3 to 1 agst; Lemberg, 4 to 6 agst; King William, 9 to 2 agst.

Five-run.
Swynford won by a length and a half, while a length separated second and third.

Cardinal Beaufort was scratched.

THE VETO BILL.

DISCUSSION ON "TACKLING."

Lords in Fighting Mood.

(Reuter's Service to the China Mail.)

LONDON, June 30.

In the House of Lords, while the Veto Bill was under consideration, a discussion took place on "tackling."

Lord Haldane, in expounding the Government's view, said that although Mr. Asquith had defined "tackling" as the inclusion in a financial Bill of extraneous provisions directed towards social and political purposes, he had never suggested that a Money Bill must be devoid of such purposes.

An amendment moved by Lord Cromer providing that a Bill which the joint committee had decided not to be exclusively financial should be subject to Clause 2, thus enabling it to be delayed for a period of two years, was adopted.

Lord Haldane and Lord Halsbury jointly protested that the amendment was an encroachment on the privileges of the House of Commons.

A GOOD FRIEND.

NO one can have a better friend when troubled with colic or diarrhoea than Chamberlain's Colic, Cholera and Diarrhoea Remedy. Ever since the middle-aged man of to-day was a child it has been going about doing good until its fame has spread to nearly all parts of the civilized world and stands unrivalled for its prompt cures. It never fails to give relief. For sale by all Chemists and Storekeepers.

[Copyright.]

CORONATION
LOYALTY.

THEIR MAJESTIES' THANKS.

(Reuter's Service to the China Mail.)

LONDON, June 30.

It is learned from authoritative sources that Their Majesties the King and Queen have deeply appreciated the reception accorded them throughout the Coronation period. A formal expression of appreciation will be issued shortly.

Yesterday afternoon Their Majesties summoned Lord Kitchener to an audience and heartily thanked him for the way in which the arrangements for the procession had been carried out.

His Majesty the King has promulgated a message of thanks to the Army.

ANOTHER ROYAL
PROCESSION.

MAGNIFICENT WELCOME.

Thanksgiving Service and Luncheon.

(Reuter's Service to the China Mail.)

LONDON, June 30.

In brilliant sunshine great crowds assembled along the route taken by Their Majesties in their progress to the Thanksgiving Service held at St. Paul's Cathedral yesterday.

Their Majesties received the City's welcome at a banquet held in the Guildhall.

The firing of guns and the cheering of the vast crowds announced the fact that the Royal procession had left Buckingham Palace. It consisted of the Sovereign's escort, three carriages, Lords and Ladies-in-Waiting, the King's Aides-de-camp, Indian orderlies and the State band, which was drawn by six bay horses.

The King wore the uniform of an Admiral, while Queen Mary and Princess Mary were attired in white. The Prince of Wales wore the uniform of a naval cadet.

Field Marshal Lord Kitchener rode behind the State band, while a body of Life Guards formed the rear.

There were continuous displays of enthusiasm as the procession proceeded by way of the Mall, the Strand, Fleet Street, to St. Paul's.

After a brief service in St. Paul's Cathedral, Their Majesties were given a magnificent and whole-hearted reception on their way through the City to the Guildhall. Here the floral decorations were superb, especially in the banquet hall, where there was a profusion of red and white roses. The company was a most brilliant one, almost every British Royal personage being present.

Driving in open carriages, after the procession, the Hon. Louis Botha and Mrs. Botha, Mr. and Mrs. Fisher and Sir Wilfrid Laurier were loudly cheered by the crowds. They bowed constantly in acknowledgement of their welcome.

At the Guildhall Banquet there were only three toasts: "The King," "The Queen and the Royal Family," and "The Lord Mayor and Corporation of London." These were received with acclamation. There were no speeches.

The return journey was made by way of Moorgate Street, through Islington, Oxford Street, and Marble Arch.

North London residents gave Their Majesties a swelling welcome.

NOTHING UNPLEASANT.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy not only cures promptly but produces no unpleasant after-effects. It is the world's most successful medicine for cramps in the stomach, and bowel complaints. For sale by all Chemists and Storekeepers.

The
Secret
Is
Out.

The secret of the popularity of 'Club' Whisky lies in its unvarying consistency of quality.

'Club' Whisky has been on the market for 17 years and has maintained its high quality all the time.

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong.

Telephone No. 115.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, YOKOHAMA	SYRIA	Daylight, 2nd July	Freight and Passage.
SHANGHAI	ASSAYE	2nd July	Freight and Passage.
LONDON, via CANTON, HONGKONG, SHANGHAI, MOJI, KOBE, YOKOHAMA	DELTA	8th July	Freight and Passage.
LONDON & ANTWERP	NUBIA	12th July	Freight and Passage.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alterations.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
EMPEROR OF INDIA	EMPEROR OF IRELAND
SATURDAY, 1st JULY	FRIDAY, 28th JULY
EMPEROR OF JAPAN	ALLAN LINE
SATURDAY, 8th JULY	FRIDAY, 18th AUG.
EMPEROR OF CHINA	EMPEROR OF BRITAIN
SATURDAY, 15th JULY	FRIDAY, 25th SEPT.
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, 22nd JULY	FRIDAY, 2nd SEPT.
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 29th JULY	FRIDAY, 9th SEPT.

Empress Steamships leave Hongkong at 6 p.m. and 'Monteagle' at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of India' are magnificent vessels of 14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line steamer from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

The S.S. 'MONTAGLE' carries only 'One Class' of Saloon Passengers (except Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamer and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To SAIL
HAIFUN	1,200	Capt. J. W. Evans	SUNDAY, 2nd July, at 10 A.M.
HAIFUN	1,200	Capt. J. S. Roach	FRIDAY, 7th July, at 11 A.M.
HAIFUN	1,200	Capt. W. G. Passmore	TUESDAY, 11th July, at 12 A.M.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through bills of freight and further information, communicate with or apply to:

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	Captain	Leaving
HAIFUN	Capt. J. W. Evans	SUNDAY, 2nd July, at 10 A.M.
HAIFUN	Capt. J. S. Roach	FRIDAY, 7th July, at 11 A.M.
HAIFUN	Capt. W. G. Passmore	TUESDAY, 11th July, at 12 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

During the months of JULY and AUGUST, RETURN TICKETS available at three months will be issued at a reduction of 20% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS LIPRAIK & CO.,

General Managers.

SWEDISH EAST ASIATIC CO., LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION)

Destination	Steamers	Date of Sailing
SHANGHAI, YOKOHAMA, YEDDO	DELTA	About 2nd August

For Freight and further Particulars, apply to

Olof Wijk & Co.,

CHINA AGENTS,

ARTIEBOLAG.

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U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm ROUTE across the PACIFIC, via Honolulu and the most fertile and beautiful island of the PACIFIC.

PROP. S.S. SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATE
MONGOLIA	18,000	SATURDAY, 15th July, at 1 p.m.
KOREA	18,000	FRIDAY, 11th AUG., at 1 p.m.
MANCHURIA	18,000	SATURDAY, 8th SEPT., at 1 p.m.
MONGOLIA	18,000	SATURDAY, 29th SEPT., at 1 p.m.
KOREA	18,000	SATURDAY, 28th OCT., at 1 p.m.
SIBERIA	18,000	FRIDAY, 10th NOV., at 1 p.m.
MANCHURIA	18,000	SATURDAY, 20th NOV., at 1 p.m.

All Steamers are equipped with Wireless Telegraphy.

The S.S. MONGOLIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on SATURDAY, the 15th July, at 1 p.m.

Fares: Hongkong to London \$71, 10.0. Return six months \$120, 24 months \$125, including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted on Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan, to United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call, to United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

Persia..... 9,000 Tons, FRIDAY, 4th Aug., at 1 p.m.

China..... 10,200 " FRIDAY, 1st Sept., at 1 p.m.

The S.S. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, August 4th, at 1 p.m.

On the Fine MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports.....\$43.

Hongkong to San Francisco.....\$25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passages and Freight, apply to the Agency of the Company, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

TRANSPACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	CHICAGO MARU	6182	Wednesday, 12th July, at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	CANADA MARU	6083	Tuesday, 25th July, at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING, via SWATOW & AMOY	SOSU MARU	THURSDAY, 29th June, at 10 a.m.
TAMSI, via SWATOW & AMOY	DAIGI MARU	SUNDAY, 2nd July, at 10 a.m.
FOOCHOW, via SWATOW & AMOY	CHOSHUN MARU	WEDNESDAY, 5th July, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To SAIL
NAPLES, GENOA, ALGERS, YORCK, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	Capt. J. Randermann	(17,000)	WEDNESDAY, 12th July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Capt. J. Bortfeldt	(17,300)	WEDNESDAY, 12th July.
MANILA, YAP, ANGAUR, PRINZ SIGISMUND, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. F. Brunning	(6,080)	SATURDAY, 15th July, at 4 p.m.
KUDAT AND SANDAKAN	Capt. F. Sembil	(6,080)	Middle of July.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Teletypes.

For further Particulars apply to

Norddeutscher Lloyd.

MELBOURNE & CO.,

General Agents, Hongkong & China.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SINGAPORE, PENANG AND CALCUTTA	LAISANG	SATURDAY, July 1, at Noon.
MANILA	LOONGSANG	SATURDAY, July 1, at 2 p.m.
MANILA	YUENSANG	SATURDAY, July 8, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Katsury, Nanking and Rooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light and fully qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Port, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kndet, Lunan, Duts, Simporia, Taiwan, Hankow, Jowollan and Labuan.

For Freight of Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
AMOY & SHANGHAI	YENKIAN	July 1, at 4 p.m.
SHANGHAI	CHINPA	July 1, Midnight.
HAIPHONG	SHENKIANG	July 3, at Noon.
MANILA, CEBU & ILOILO	TEAN	July 5, at 4 p.m.
SHANGHAI	ANRU	July 5, at 4 p.m.
TIENSIN	HICHOW	July 8, at 4 p.m.
MANILA, CEBU & ILOILO	KAIKONG	July 11, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly. S.S. 'LINTAI' and S.S. 'SANG'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers 'Tea' & 'Tanning'. Saloon accommodation, amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. 'Kaifong' is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chienan, Litan, Chingnan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

S.S. 'Y'—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday morning.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES—\$45.00 Single, \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON	HITACHI MARU	SUNDAY, 9th July, at Daylight.
ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MYTASAK	

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
DELTA	8000	July 8	Marmora	10500	Aug. 12
ASSAYE	7000	July 22	India	8000	Aug. 26
DELI	8000	Aug. 5	Moldavia	10000	Sept. 9
DEVANHA	8000	Aug. 19	Morcia	11000	Sept. 23
ARCADIA	7000	Sept. 2	Mongolia	10000	Oct. 6
DELTA	8000	Sept. 16	Molva	10000	Oct. 20
ASSAYE	7000	Sept. 30	China	9000	Nov. 3
DELI	8000	Oct. 14	Macedonia	10500	Nov. 17
DEVANHA	8000	Oct. 28			Dec. 1

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax).

1st Saloon..... £71.10 Single. £108.14 Return.
2nd .. £48.3 .. £72.12 ..

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tons	Leave Hongkong	Due London
SUBIA	5000	July 12	August 1911
SILIA	5000	July 26	August 27
SYRIA	5000	August 9	September 10
NORD	4700	August 23	October 8
SARDINIA	4500	September 6	November 5

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon..... £55.00 Single. £82.10 Return.
2nd .. £38.10 .. £57.4 ..

For further particulars Apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To Sail
SHANGHAI, KOBE AND YOKOHAMA	A. BEHIC	GUNNET	July 3, P.M.
MARSEILLES, Via Port	ERNEST SIMONS	GIBARD	July 4, at 1 P.M.

TRANS SHIPPING on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 30 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Havre, Bremen & Hamburg
S.S. SPEZIA 1st July.	S.S. SLAVONIA 8th July.
S.S. SILEZIA 14th July.	S.S. BRASILIA 9th July.
S.S. AMBRIA 28th July.	For Rotterdam, Havre & Hamburg
S.S. ALESIA 9th Aug.	S.S. SILVIA 21st July.
S.S. SENEGAMBIA 25th Aug.	For Havre & Hamburg
S.S. SUBVIA 6th Sept.	S.S. SPEZIA 3rd Aug.
	For Rotterdam & Hamburg
	S.S. BRISGAVIA 7th Aug.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Leave
ZAFIRO	4,000	M. O. Smith	Manila, Cebu & Iloilo	Friday, June 30, at 4 p.m.
RUBI	4,000	S. Crosby	Cebu & Iloilo	Monday, July 3, at 4 p.m.

For Freight or Passages, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUCERIC	6400	J. MATTHEW	30th June.

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Luceric" and "Orerie" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

Kien's Buildings, Prince Central.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to Beira, Delagoa Bay, Durban (Natal), East London, Port Elizabeth and Cape Town with transhipment at Colombo.

PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.
22nd July Steamer..... 12th August.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, April 1, 1911.

47

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

124



TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
AMERICA MARU	11,000	A. G. STEVENS	Friday, July 21, Noon.
TENYO MARU	11,000	E. BENT	Friday, July 28, Noon.
NIPPON MARU	11,000	H. S. SATER	Friday, Aug. 18, Noon.
CHIYO MARU	21,000	W. W. GREENE	Friday, Sept. 15, Noon.

* Triple Screws, turbine engines. * Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer AMERICA MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA and HONOLULU, on FRIDAY, the 21st July, at Noon.

SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU	17,000	H. NISHI	Tuesday, Aug. 15, Noon.
BUYO MARU	10,500	K. HASHIMOTO	Saturday, Oct. 14, Noon.
HONGKONG MARU	11,000	H. HISOKUMA	Wednesday, Dec. 13, Noon.

The Steamer "KIYO MARU" will be despatched for VALPARAISO and COQUIMBO, via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on TUESDAY, the 15th August, at Noon.

FARES FROM HONGKONG:

to SAN FRANCISCO	£ 45-0-0, Single.
to NEW YORK	£ 60-0-0, "
to LONDON	£ 71-10-0, "
to VALPARAISO	£ 125-0-0, Return 6 months.
to SALINA CRUZ or MANZANILLO	Yen. 420.00, Single.
to VALPARAISO	Yen. 570.00, "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services stationed in Asia, European Officials in the Services of the Government of China and Japan.

To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points—Missionaries and their families.

(These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Records speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

S. HANDA.

JAPANESE MASSAGIST

2nd FLOOR,

No. 60, QUEEN'S ROAD, CENTRAL,

HONGKONG.

Near the Post Office.

Hongkong, April 22, 1911.

PREACHING THE GOSPEL

JAPAN AND TIBET.

By Prof. E. H. PARKER

On Sale at the China Mail Office

1, Wyndham Street.

Agents.

Hongkong, June 17, 1911.

Price..... 10 cents

Shipping.

THE EASTERN & AUSTRALIAN STEAMSHIP CO.
LIMITED.MAIL SERVICE
TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	July 3	July 8th, at Noon.
ST. ALBANS	July 28	July 22nd, at Noon. Aug. 19th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 2, 1909.

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINCESS ALICE,

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 4th of July will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 15th of July, at 9.30 a.m.

All claims must reach us before the 8th of July, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. Barbary from Venice.

NORDDEUTSCHER LOYD.

MELOCHERS & CO.,

General Agents.

Hongkong, June 23, 1911.

448

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship SPEZIA,

Captain FAAS, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—

Ex s.s. Göteborg from Göteborg.

Ex s.s. Suzanne de Marie from Bordeaux.

Ex s.s. Bruns from Bremen.

HAMBURG-AMERIKA LINIE

Hongkong Office.

Hongkong, June 27, 1911.

447

INDRA LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship Indrago having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not claimed by the 1st prox. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on Saturday, 1st prox., at 10.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 26, 1911.

439

AGENTS

LONDON:—F. ALGAR, 11 & 12 Clements Lane, Lombard Street E.C. 3. T. F. BROWN & Co., Ltd., 163 Queen's Road, Victoria St. CLARK & SON, 25, Abchurch Lane, E.C. 4. G. STEVENSON & Co., 13, 30 Cornhill. GORDON & GORDON, 15, St. Bride St., E.C. 4. ROBERT WATSON, 130 Fleet Street. C. MITCHELL & Co., 8, St. Paul's Churchyard, E.C. 4. D. J. KENTON & Co., 3 Whitefriars Lane, E.C. 4. MATTHEW & CHRISTIE, Ltd., 19, 11, 12 New Bridge St., E.C. 4.

SCOTLAND:—FRED. L. SIMONS, 8 North St., David Street, Edinburgh.

PARIS AND EUROPE, MATTHEW PEARL & Co., 121, Rue de la Grange, Bateliers Paris.

NEW YORK:—THE CHINESE EVANGELISTS Office, 55, West 22nd Street.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., The Apothecaries Co., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WAHNE, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

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522

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